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were in the northwest corner of the field. The fighters leaving the repair hangar were towed to the firing range where firing was practiced at adjustment targets, discs on concrete blocks, from a distance of 150 to 200 meters.

2. Two-seater fighters were parked at the field. Their engines were completely covered and they had two-bladed propellers, landing gear retracting outward and seats in tandem fashion and separate. Two fighters were test flown every day for about an hour. Transports occasionally landed at and took off from the field.
3. Two Soviets said that the aircraft were built in an aircraft plant north of the airfield. The planes were usually packed in crates and shipped away by rail.
4. An airfield with several hangars was on the northern perimeter of Saratov, beside the tank barracks. * There was flying with single-engine fighters and parachuting from biplanes. **
5. Another airfield was near PW Camp No 7238/5 not far from the ball bearing plant. * Single-engine fighters and multi-engine transports were seen there.
6. The airfield was 8 to 10 km west to southwest of the town perimeter of Saratov and about 10 km west of the Volga River. * There was a ridge between the field and the town border and part of the field was bordered by woods. Construction of new hangars started in 1945, the old ones having been dismantled. The 1 x 2 km field was completed in December 1948. There was an E-W concrete runway, 70 x 600 meters. A semi-circular road, 10 to 15 x 500 meters, ran by the hangars, buildings and landing field and joined one end of the runway.
7. Six stone hangars, each 25 x 30 to 40 meters, with vaulted sheet metal roofs and sliding doors on the entire front were on the edge of the field. The hangars were painted gray with black roofs. Each hangar could accommodate 3 fighters. Two windcones were on top of one hangar. Also on the edge of the field were two 20 x 25-meter hangars, one repair hangar, 20 x 25 meters, a guard house, and an underground tank installation of 7 or 8 tanks. The tank trucks, 3-ton ZIS, had a capacity of 2,500 liters. Between 20 and 30 red, green and yellow lamps around the field served as boundary lights at night. A search light was at a corner of the field. ***
8. The field was occupied by from 30 to 40 Soviet jet fighters. They had swept-back wings and tail unit, landing gear retracting rearward, nose wheel, silver-gray paint, "B" (Russian "V") in black block-letters on the wings and a one-man crew. ** A Soviet said that the same type craft was built for a two-man crew. The plane had a 20-to 40-minute flight time. Three or four aircraft were seen in the air at the same time. From 20 to 30 fighters with in-line engine were also stationed at the field.
9. A factory airfield was just east of the ball bearing plant and west of the Volga River. * A main road with a streetcar line ran between the factory and the airfield. An aircraft plant was north of the field. Two-seater fighters from the plant made test flights. From two to four Ju-52s and some U-2s were stationed at the field and a Douglas plane occasionally landed there.
10. The airfield was about 10 km west of Saratov and just south of a woods. * It had a concrete runway, at least 1,500 meters long. Three hangars, each about 50 meters long, were on the edge of the field. Two-engine bombers, obsolete Ju-52s and biplanes were seen. There was individual and formation flying with up to 60 planes. ***
11. A commercial airfield was north of the town. A factory airfield was south of the town, east of the ball bearing plant and south of an aircraft plant. * Fighters and swept-back wing jet aircraft constructed in the aircraft plant were test flown at the factory airfield.

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12. The airfield was north of the town and east of the railroad line. * Two large, five-story and barracks-like buildings were on the western edge of the field. Two round brick towers, resembling water towers, were particularly noticeable. Co-PWs said that large hangars were available. Boundary lights were seen. Every day four or five twin-engine commercial planes took off individually for long distance flights. There was heavy local flying with biplanes. ** The noise of aircraft engines was heard at night.
13. Another airfield was south of the town and east of the ball bearing plant. * Two large hangar-like buildings and a large four-story building were on the northern edge of the field. There was intensive flying every day with single-engine fighters, faster than the Me-109.
14. Heavy practice parachuting was seen over an area about 4 km northwest of the Yelshanka (51°37'N/45°54'E) PW Camp No 7238/12, in fair weather. The jumps were made from twin-engine aircraft at altitudes of from 200 to 400 meters. After dropping the parachutists the planes landed near the jump area. In winter the planes were equipped with ski runners. **
15. There were two airfields near Saratov. One field was north of the town, south of the tank barracks buildings. Barracks were on the edge of the field. Parachute jumps were observed there. The second field was south of the town, between two railroad lines and south of Airframe Plant No 292. *
16. The Saratov radio transmitter west of the town, just north of an arterial road to the west, had two transmitting towers, each from 30 to 50 meters high.
17. Jet fighters with swept-back wings set far to the rear and noticeably high rudder assembly were seen over Saratov from spring to May 1949.
18. The airfield, from 2 to 3 km long, was northeast of the town, about 2 km east of the railroad line to Moscow. * Hangars and quarters were on the western edge. There was student flying with U-2s, towing of gliders, and long-distance flying with scheduled multi-engine commercial and transport planes.
19. Another airfield was about 3 km west of the town on the southern border of a woods. * A radio station with two radio towers was visible from a distance. Some small hangars and quarters, some in woods, were on the eastern edge of the field. All buildings seemed to be new. Splinterproof revetments were in the woods. The field was occupied by twin-engine aircraft, low-wing monoplanes with in-line engine, double rudder assembly, noticeably cranked wings, plexiglass nose and rear gunner's station. *** From 6 to 9 planes were usually seen at the field but more aircraft were presumably parked in the woods. Individual and formation flying and low-level attacks at ship targets on the Volga River were seen.
20. Single-engine fighters, similar to the Me-109 and Ju-52, were seen at the airfield near the ball bearing plant. A turbo jet fighter was seen after May 1949. It had the air intake at the front section of nose, air exhaust at the tail, wings "shaped like swallow wings, first section forward, second section bent rearward," very high rudder assembly and cockpit far to the front. The plane flew over the town area for 20 to 30 minutes and then landed in the direction of the airfield. The same type aircraft was seen again about an hour later.
21. The field was east of the ball bearing plant, about 1 km south of the airframe plant. * The entire field could not be observed as it sloped on the north and east toward the Volga River. The northern and southern sections bordered on the sewage water of the Volga River. Some buildings and a fuel dump were on the northern edge of the field. There were no night landing installations. The field was occupied by five or six twin-engine Douglas planes, six biplanes,

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three or four training fighters and three jet fighters.

a. These jet fighters, which were seen for the first time in June or July 1949, had the jet propulsion unit in fuselage, a jet in the tail of fuselage, considerably swept-back wings, cut wing tips, no dihedral, swept back elevator assembly, nose wheel retracting rearward, landing gear retracting inward and a very flat cockpit. ** A German Co-Pr, a former jet fighter pilot, said that the plane had a maximum speed of about 900 km/h. The planes circled the town four or five times before landing.

22. It was noticed that several times the planes landed on a plateau behind the "White Brickyard" on the western perimeter of the town. It had been observed that there was an airfield in the mentioned direction. The field was marked by boundary lights at night. Mostly jet fighters, reportedly built in a Saratov aircraft plant, were said to be parked there. ***
23. The airfield was east of a road with a street car line from Kreking to the town center of Saratov. * The ball bearing plant and PW camp were west of the field. It was not possible to observe the entire field as it sloped to the east. Presumably there was a runway and a large hangar and a small wooden hangar were noticed. About 30 twin-engine commercial planes and some biplanes were parked at the field. Two jet fighters arrived at the field for the first time in August-September 1949 and remained there. ** Two more jet fighters arrived in late September 1949. Notable features were that the tail of the fuselage bent upward, the elevator assembly was set high and the wings bent to the rear. There was flying with jet aircraft every day and occasionally at night also.

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* ~~SECRET/CONTROL~~ comment.

According to this report three airfields are in operation near Saratov. They are a commercial airfield north of the town, a factory airfield of Plant 292 south of the town and a military airfield west of the town. The commercial and factory airfields are confirmed by available records. The information on their location and status is correct. The airfield west of the town seems to be an improvised airfield which was improved after the war.

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* ~~SECRET/CONTROL~~ Comment. The northern field seems to be a commercial airfield with mostly day flying with Douglas DC-3s but also a training field of the local Dosav with primary training, towing of gliders and parachuting. There was mass production of Yak-11s at the factory airfield up to late 1948. It is questionable when the construction of swept-back wing jet fighters started. Most of the returnees said that they observed this type aircraft for the first time in the spring of 1949, about February and March. The information on the occupation of the western airfield by jet fighters in the fall of 1948 does not prove that these aircraft were produced in Aircraft Plant No 292. The swept-back wing jet fighter type was reported to have been observed for the first time in June/July 1949 and in August/September 1949. This makes the first statement highly questionable. The description of the jet aircraft seems to establish that it is type 14 or 15. The very flat cockpit that was particularly noticed indicates that it is probably type 15. The designation "B" is reported for the first time.

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** ~~SECRET/CONTROL~~ Comment. The western airfield is believed to be a new military airfield with improved boundary lighting facilities. The statements on the occupation are at variance. Two units are presumably stationed there. The field is assumed to be occupied by a fighter unit with retraining on a swept-back wing jet fighter type. It was reported that the field is occupied by twin-engine bombers, presumably Er-2s or Er-4s judged from their cranked wings: . The occupation of the western airfield by jet fighters is confirmed.

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